

The Hongkong Telegraph.

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FRIDAY, AUGUST 12, 1904.

五拜禮

號二十月八年英港香

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,370,000

Head Office: YOKOHAMA.

Branches and Agents:
TOKIO, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq., Hon. R. Shewan,
Hon. W. J. Gresson, M. A. Siebs, Esq.,
A. Haupt, Esq., H. W. Slade, Esq.,
H. Schubart, Esq., E. S. Wheeler, Esq.,
E. Shellim, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.

SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per annum.
For 6 months, 3 1/2 per cent per annum.
For 12 months, 4 1/2 per cent per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Creasy Ewens, Esq., Kwan Fong Kuk, Esq.,
J. Focke, Esq., G. C. Moxon, Esq.,
GEO. W. F. PLAYFAIR

Interest for 12 months Fixed 5 1/2 %
(Hongkong, 2nd August, 1904. [18])

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Hankow,
Tientsin, Tsingtau (Kiautschow)

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIRECTION DER DISCOUNT GESELLSCHAFT

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 11th August, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESNER BANK,
COMPTON NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VUEX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
ON THE 12th NOVEMBER, 1896.

Shanghai Tael.
PAID-UP CAPITAL 5,000,000
RESERVE FUND 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agents:
HANKOW, PEKING,
TIENTSIN, SHANGHAI,
SINGAPORE, YOKOHAMA.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1 1/2 per cent Annuum Fixed Deposits for 3 months.
2 1/2 " " " 6 " "
3 1/2 " " " 12 " "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1904. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £300,000
RESERVE FUND £200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent.
" " " 6 " " 3 1/2 "
" " " 3 " " 3 " "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S.S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	R.	K.S.
KOBE	{ PEKIN..... W. W. Cooke, R.N.R. }	About 12th August	Fre	ily.
LONDON, &c.	{ SIMLA..... F. R. Summers..... }	August 13th, Noon	Ad	cial ment.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	{ BORNEO..... G. W. Gordon, R.N.R. }	About 19th August	Fre	and Pa
SHANGHAI and KOBE	{ FORMOSA..... B. H. W. Snow..... }	About 23rd August	Freight and Passage.	

For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 12th August, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES
PREUSSEN WEDNESDAY, 17th August.
GNEISENAU WEDNESDAY, 14th September.

PRINZ HEINRICH WEDNESDAY, 25th September.
BAYERN WEDNESDAY, 12th October.

SACHSEN WEDNESDAY, 26th October.
ZIETEN WEDNESDAY, 9th November.

PRINZESS ALICE WEDNESDAY, 23d November.
PRINZ REGENT LUITPOLD WEDNESDAY, 7th December.

PREUSSEN WEDNESDAY, 21st December.
PRINZ HEINRICH WEDNESDAY, 4th January, 1905

ON WEDNESDAY, the 17th day of August, 1904, at 9 A.M., the Steamship "PREUSSEN,"
of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAELS, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, and Specie
will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be
received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 9th August, 1904. [13]

Intimations.

LANE, CRAWFORD & CO.,

MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are
to be had in Hongkong from LANE, CRAWFORD & CO.
ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.

REPAIRS.
Special attention given to all kinds of repairs by thoroughly experienced
workmen under
SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1904. [138]

CIGARETTES.

VERY CHOICE TURKISH CIGARETTES,
PACKED BY
LE-ROITH & Co.,
66, ST. JAMES STREET, LONDON.

AGENTS,
CALDECK, MACQUEEN & CO.,
15, Queen's Road.

Hongkong, 6th August, 1904. [42]

Intimations.

When you feel in need of
something to refresh the body
and at the same time nourish
and sustain—something to make
you strong, hale and hearty
—try a cup of Bovril.



TRADE MARK.
TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH
WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [178]

PO CHEUNG & Co.,

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [183]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [32]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

W. M. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SUKUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,
Karatse, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

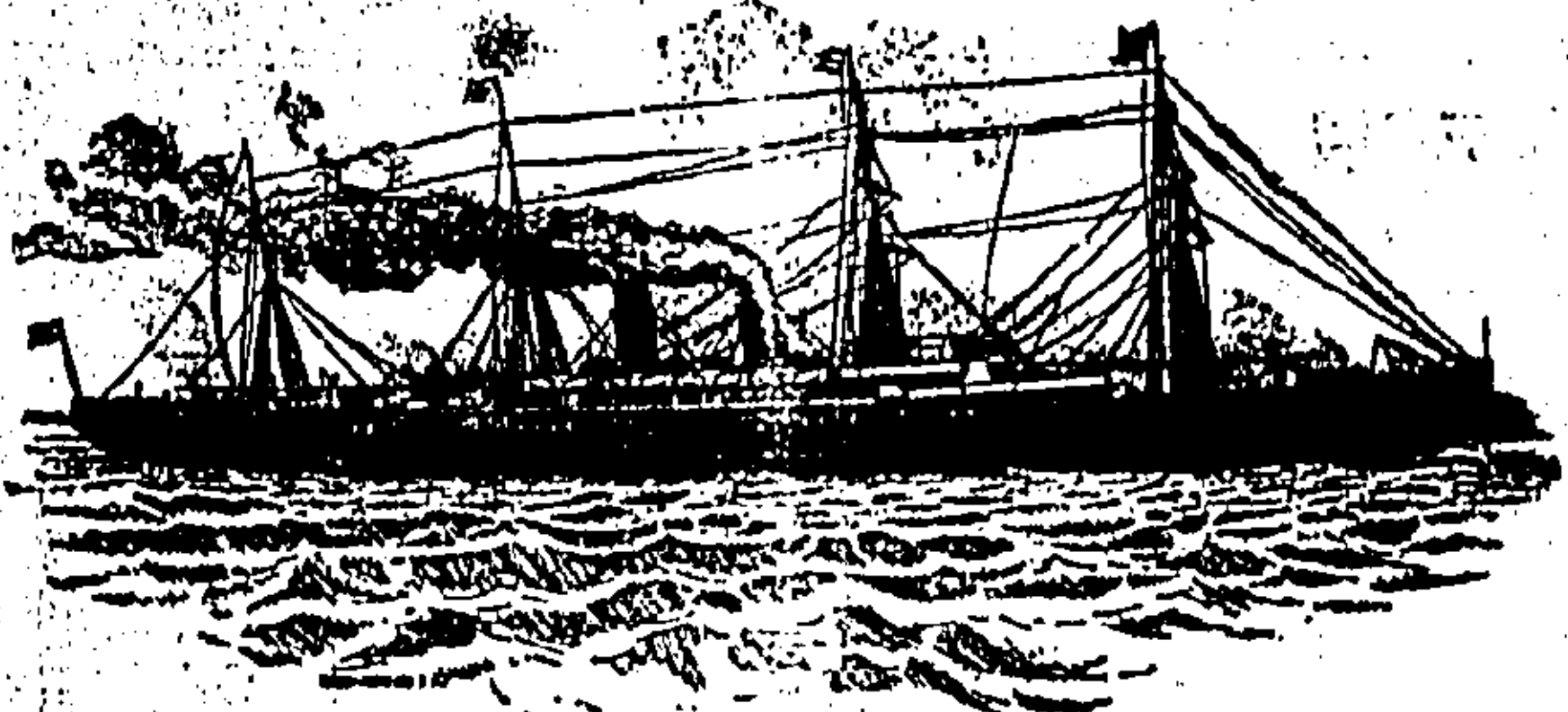
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tenbaku, Yoshinotani, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.
[280]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KORRA"	11,276 Gross Tons...	TUESDAY, 16th August, at Noon.
"GAELIC"	4,205 " "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 " "	SATURDAY, 3rd September, at Noon.
"OHINA"	5,060 " "	THURSDAY, 15th September, at Noon.
"DOBIO"	4,784 " "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 " "	SATURDAY, 8th October, at Noon.
"COPTIC"	4,352 " "	
"AMERICA MARU"	6,300 " "	

Record Trip Yokohama to San Francisco made by s.s. "KORRA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KORRA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

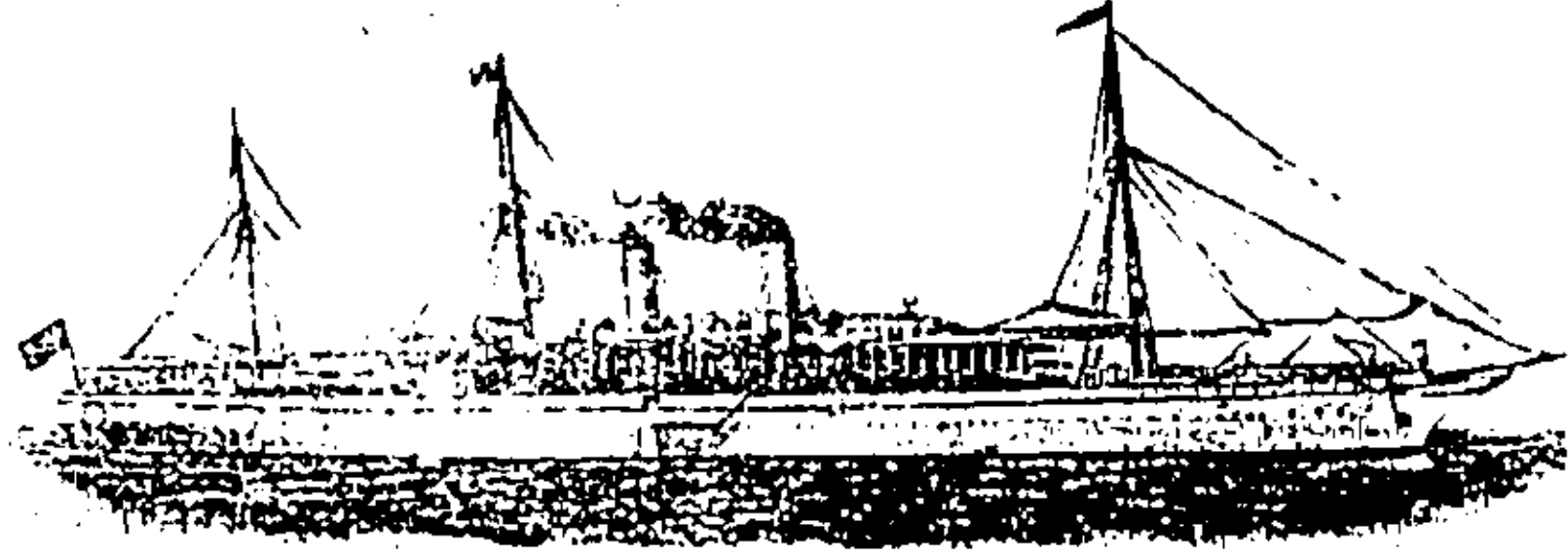
The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th August 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 " "	WEDNESDAY, 21st September.
"ATHEMIS"	4,440 " "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 " "	WEDNESDAY, 10th October.
"TARTAR"	4,425 " "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000 " "	WEDNESDAY, 16th November.

Hongkong to London, 1st Class..... £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BADENIA	HAVRE, BREMEN and HAMBURG. Roerden (Calling at S'PORE, PENANG & COLOMBO).	15th August. Freight.
SPEZIA (ex BAMBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th August. Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Sept. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. Freight.
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October. Freight and Passengers.
BUEVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Onnes's Buildings.

Hongkong, 11th August, 1904.

TSIN TING.
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.....	Captain R. D. Thomas.
"POWAN,"	2,338 " "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,200 " "	W. A. Valentine.
"HANKOW,"	3,073 " "	B. Branch.
"KINSHAN,"	2,800 " "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.....	Captain T. Hamlin.
------------------------	---------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.....	Captain J. Willox.
"NANNING,"	569 " "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

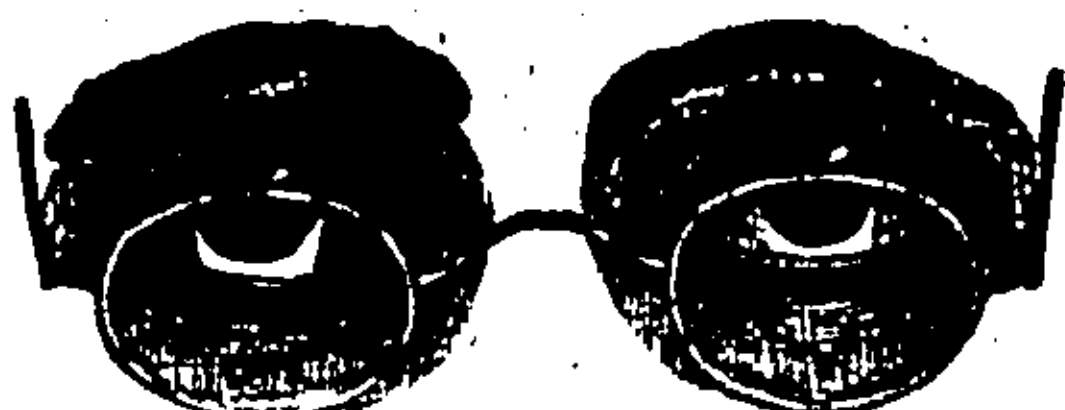
Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of JAPAN VIA SHANGHAI August	First half of September	First half of September
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIMAH	JAPAN	First half September	JAVA PORTS	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 12th August, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED. FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are useful and give the effect of coolness.
Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong 10th January, 1905.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTOR,
AND GENERAL COMMISSION
AGENTS.

16, DES VOUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION PAINT, HANF
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guaranteed given to every purchaser.

4, OFFICE ROAD,
Watson's Building.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLA-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
14, HUGHES ROAD.

Now in position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS and VIEWS
a speciality.
Hongkong, 12nd September, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer *Oceanic*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality <i>Crème à la Crème</i>)	\$0.80 per lb.
ESSSEN CHEESE in Tins	0.75 the tin.
GOUDA CHEESE (Edam)	1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES " " " " 1.50

ASSORTED FRUIT " " " " 1.50

CHERRIES in BRANDY....." " 1.75

APRICOTS " " " " 1.75

PLUMS " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer

to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of

WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask

of 210 litres.

In a few days we shall have on stock a special preparation for mixing with a Wine that

is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12th October, 1902.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[657]

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road—half-an-hour by ricksha.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and Kowloon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

Hongkong, 28th July, 1904.

[861]

THE CONNAUGHT HOUSE

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 13th August, 1904, at 11 A.M.,
at their
Sales Rooms, Ice House Street,
A QUANTITY OF
MISCELLANEOUS ARTICLES;
ALSO
GOLD AND DIAMOND JEWELLERY.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th August, 1904. [925]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. B. SCOTT, Esq., to Sell by
PUBLIC AUCTION,
TO-MORROW,
the 13th August, 1904, at 2.30 P.M., within his residence, No. 4, Ormsby Villas, Kowloon,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE IRON BEDSTEADS with
WIRE and HAIR MATTRESSES,
MARBLE-TOP WASHSTANDS, TEAK-
WOOD WARDROBES with GLASS, TEAK-
WOOD EXTENSION DINING TABLE,
VIENNA CHAIRS, PICTURES, &c., &c.;
ALSO
One COTTAGE PIANO by Collard and
Collard, London (in good order and condition);
AND
A Quantity of PALMS in POTS.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th August, 1904. [920]

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. DICK, KERR & Co., Ltd.,
Contractors for the Electric Tramway Co.,
to Sell by
PUBLIC AUCTION,
ON
TUESDAY,
the 16th August, 1904, at 11 A.M., at their
Matched at Causeway Bay,
SUNDRY TOOLS
AND
IMPLEMENTS,
belonging to the above Firm.
Particulars from Catalogue.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th August, 1904. [921]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. PERKINS, to Sell by
PUBLIC AUCTION,
ON
TUESDAY,
the 16th August, 1904, at 2.30 P.M., within
her residence, "Ereape," Observatory Road,
Kowloon,
THE WHOLE OF HER
HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE and SINGLE IRON BED-
STEADS with MATTRESSES, TEAK-
WOOD WARDROBES with GLASS, OVER-
MANTLES, CHEST-OF-DRAWERS, TEAK-
WOOD EXTENSION DINING TABLE, TEAK-
WOOD CHAIRS, PICTURES, &c., &c.;
ALSO
One COTTAGE PIANO by Sandon and
Steedman, London; AND
A Great Assortment of PLANTS in Pots.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th August, 1904. [924]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 24th August, 1904, at 3 P.M.,
at their
Sales Rooms, No. 8, Des Vaux Road,
(Corner of Ice House Street).
THE British Screw Steamer
"HOICHOING,"
Built in London in 1879, Length over all
175 feet, Breadth 26½ feet, Depth 14 feet, Gross
Tonnage 500, H.P. nominal 200, Cylinder 28
in. by 48 in., Stroke 22 in., Revolution of En-
gines per minute 80, Working Pressure 60 lbs.,
3 Donkey Engines and One Winch.
She has a Government Licence to carry
400 Passengers.
TERMS:—As usual.
For Further Particulars, apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th August, 1904. [910]

Insurance.**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hankow, 28th May, 1904. [57]

LADY (Married), requires position as
HOUSE-KEEPER, or ASSISTANT
HOUSE-KEEPER in Good Hotel in Hong-
kong, or Manila, or would not object to serve
in Bar.
Apply—
"BOX"
C/o This Paper.
Hongkong, 15th July, 1904. [840]

Intimations.**THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.****NOTICE TO SHAREHOLDERS.**

THE SEVENTY-SIXTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 15th August, at 12 o'clock,
Noon, for the purpose of receiving a report of
the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 16th
August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 26th July, 1904. [873]

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation will be
held at the CITY HALL, Hongkong, on
SATURDAY, the 20th day of August next,
at NOON, for the purpose of receiving the
Report of the Court of Directors together with
a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [889]

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

NOTICE is hereby given that the RE-
GISTERS of SHARES of the Corporation
will be CLOSED from SATURDAY, the
6th, to the 20th day of August next (both days
inclusive), during which period no Transfer of
Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [890]

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.****NOTICE TO SHAREHOLDERS.**

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will be
held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
the 22nd August, at 12 o'clock, Noon, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th July, 1904. [885]

A. S. WATSON & CO., LIMITED.**ISSUE OF 30,000 NEW SHARES OF \$10 EACH.**

PURSUANT to Resolution of the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent. or \$11 a share.

Each Registered shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of
Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th September,
1904, to the 8th October, 1904, both days
inclusive.

The present paid-up Capital of the Company
is \$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [74]

**ROYAL AERATED WATERS
MANUFACTORY.**

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 367.
Depot, Ice House Street. Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677]

HOW A SIEGE IS CARRIED OUT.**A SIMPLE EXPLANATION OF THE METHOD
THE JAPANESE MAY ADOPT AT
PORT ARTHUR.**

The predictions as to the length of time Port
Arthur will hold out vary considerably, but if
we consider what it means to take a bravely
defended fortified place by siege, it seems likely
that the Japanese have at the very least six
weeks' work from the time serious operations
commence.

Of course, nobody knows, because this is the
first time a modern fortified place has been
attacked with high explosive shells and high
angle fire.

But unless the Russians surrender through
demoralisation, what is called a "regular siege"
will have to be carried out, and this is neces-
sarily a slow operation.

After the besieging force has got into posi-
tion the advance must be made in trenches.
Miles and miles of trenches, four feet deep and
ten or more feet wide, will have to be dug, the
work being done at night, and this is what
makes a siege so tedious. As soon as the
bombardment, which is continued night and
day from the moment it begins, has slackened
the fire of the fort, preparations are made to
open trenches.

There are several kinds of trenches—simple
trenches, saps, flying saps, full saps, blinded
saps, etc.—each suited to particular circum-
stances, but space will not allow of their de-
scription. Two terms, however, must be made
clear—"approaches" and "parallels."

A "parallel" is a trench, often many miles
long, which fronts the fortress. Supposing the
army is 4,000 yards from the fortress during
the commencing bombardment this is called the
"first artillery position." They want to
move nearer, and so they construct the "first
parallel," perhaps at a distance of 3,000 yards
from the fortress. But, in order that men and
guns may move safely into this "parallel,"
approaches have to be cut. That is a number
of trenches leading from the first artillery posi-
tion into the "parallel." These approaches
run in zig-zags, as, if they were straight, they
would be open to the enemy's fire.

The way in which the "parallel" is opened
is very interesting. So soon as it grows dusk,
a number of officers, accompanied by sappers,
move forward. Here they trace the lines which
the parallel will follow. Each sapper has a
picket and a measuring tape. The officer
stations the first sapper at the end of the trench-
line, takes the end of his tape and walk along
until the tape is drawn out. At this point he
places a second sapper, takes his tape, and
walks to the end of it, and so on.

The sappers drive the pickets into the ground,
fasten the tapes to them, and lie down to await
the working party.

Later on the working party, with picks and
shovels, arrives and sets to work with all its
might. By break of day each man must have
dug a trench 5 ft. long, 6 ft. wide, and 4 ft. deep,
except the front eighteen inches, which is only
1 ft. deep. The earth he piles in front, to form
a parapet.

At daylight this trench will be occupied by a
strong force, called the "guard of the trenches."
But the work is not yet finished, for the follow-
ing two nights are also devoted to digging and
when finished the trench is 10 ft. wide at the
bottom or more, much wider on top, 4 ft. deep
having steps in front, and protected by a
parapet of earth in front, which is about 4 ft.
high.

Behind this "parallel" protected places are
formed for the artillery, another big job, seeing
that 30 ft. of earth, and probably more, is re-
quired to ensure the safety of the guns.

The artillery is now brought forward to this,
the "second" artillery position, whence it can
obviously fire with much better effect. The
guns open fire as soon as possible, and from
this position they have a good chance of silenc-
ing the guns of the fortress altogether.

The sappers now commence to make ap-
proaches forward from this first parallel until
they reach the line where the second parallel
is to be constructed. The second parallel will
have to be nearer to the first than it is to the
fortress, so that, if there is a sortie of the enemy,
reinforcements can reach it sooner than the
enemy's troops. It is precisely the same as
the first parallel, although it may be constructed
with the aid of "gabions," which are large
wicker baskets without bottoms. In this second
parallel the sappers are greatly

EXPOSED TO THE ENEMY'S FIRE,

and by using these gabions they can throw up
cover more quickly.

When the second parallel is finished and oc-
cupied, a further advance is made, and a third
parallel is opened. In the old days three
parallels sufficed. But with the present long-
range guns more are required. At Belfort the
Germans opened their third parallel 1,200 yards
from the fortress, and they would have had to
open more only that the French surrounded.

At Port Arthur in the American Civil War,
five parallels were required. At Port Arthur
perhaps more than this will be necessary.

If, of course, the nearer the besiegers get to the
fortress, the harder their work. They have to
construct bomb-proofs and splinter-proofs, and
to work behind shields. It is obvious, that all
this work takes a long time to execute. At any
stage, of course, the fortress may surrender,
worn out by the bombardment, which never
ceases. But over half-a-million shells, were
thrown into Belfort, nearly every house in the
place was struck, and yet it did not surrender
until orders were sent from Paris.

What effect the high explosives may have on
the Russians it is impossible to say. But,
granting that they hold out till the last, and
that the Japanese arrive at their last parallel,
the following series of events will ensue. From
this position will be made the final attack, and,
in military language, this part of the operation
consists of:

1. The capture and crossing of the converted
way.
2. Breaching the scarp and counterscarp.
3. Passing the ditch.

4. Capturing and crowning the breaches of
the outer works and the main work in
succession.
5. The final reduction of the interior trench-
ment or keep.

Rather a formidable undertaking; very
bloody, and not always successful. The be-
siegers have this in their favour: fresh men can
be brought up, while the garrison is often weak
from want of food, and half demoralised from the
long bombardment. On the other hand, the
besiegers are working under terrible difficulties,
exposed to the deadly fire of rifles, machine-
guns, and probably field-guns, while the ground
over which they pass may be honeycombed with
mines, and may at any moment be flooded.

It must not be forgotten that there are usually,
as at Port Arthur, detached forts a good distance
outside the fortress proper. And to take any
of these forts by siege involves all the opera-
tions described. When the forts, or, at least,
two of them, are taken, the whole series of
approaches and parallels have then to be con-
structed towards the fortress proper. So that
the taking of a place by regular siege is a long
task. Many places, however, surrender after
some days' bombardment, as did a dozen or
more in the Franco-Prussian war.—S. F. Press.

THE BIRMINGHAM MINT.

It may not be generally known (says the
"Social Gazette") that Birmingham has a mint
which, in addition to turning out millions of
English coins, does more in the way of sup-
plying foreign governments with coin than
any other money-making establishment in the
world. A few days ago a firm shipped the first
instalment of a huge Egyptian order for ten
million piasters. The consignment weighed five
tons, was conveyed in some sixty cases, and
valued at £3,000,000.

For well over a century Birmingham has
taken the lead in this literal kind of money-
making. As far back as 1737 one firm coined
under contract for the British Government
4,000 tons of copper coin valued at about
£800,000, and "Brummagem halfpence" were
in the early part of the last century almost as
widely famed as "Brummagem jewellery." Among
the countries and governments which
have come time after time to Birmingham for
their money are India, Tunis, Canada, Turkey,
China, Hongkong, Hayti, Sarawak, Tuscany,
Venezuela and Chili.

In some instances, notably in that of China,
the coin has, so far as is known, never been
made outside the Celestial Empire. The pride
and prejudice of the Chinese has to be hu-
moured, so the firm sent out a complete plant
with men to operate it, and the coins were
struck in China. No fewer than eight separate
plants have been sent out to China in this way.
The same thing was done in 1862 for the new
kingdom of Italy, some 1,600 tons of "blanks"
being shipped to furnish the raw material.
Again, in Marseilles, when the re-establish-
ment of the Empire under Napoleon III. ren-
dered necessary a new copper coinage, some
750 tons of metal were in this way turned into
money on French soil. The total value of
these two descriptions of coin approximated to
a million sterling.

COMMERCIAL.**TO-DAY'S EXCHANGE.****Selling.**

London—Bank T.T.	1/10
Do. demand	1/10 1/16
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2 3/4
America—Bank T.T.	44 1/2
Germany—Bank T.T.	18 1/2
India T.T.	13 1/2
Do. demand	13 1/2
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110 1/2

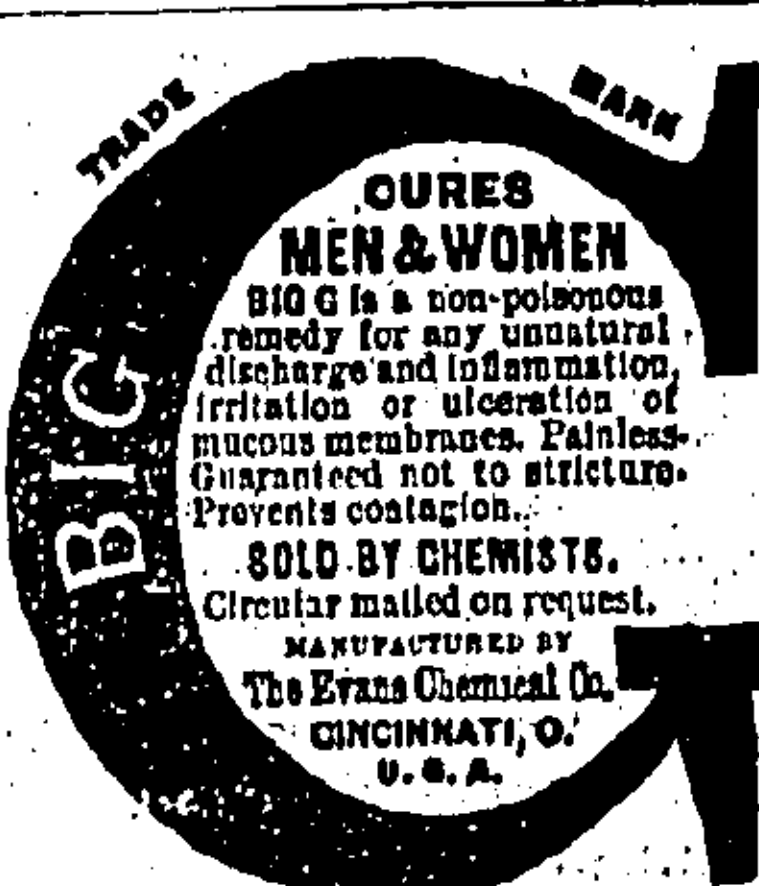
Buying.

4 months' sight L/C	1/10 1/2
6 months' sight L/C	1/10 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 1/2
4 months' sight France	2 3/4
6 months' sight	2 3/4 1/2
4 months' sight Germany	18 1/2
Bar Silver	26 13 1/16
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	@ 980/1,040
" Old	@ 1,060/1,120
" Older	@ 1,150/1,200
" Oldest	@ 1,220/1,280
Paina New	@ 1,172 1/2
Benares New	@ 1,150
Persian (1 soper)	@ 840/880

Intimations.**NOTICE.**

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10c) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Intimations.**CHINA SUGAR REFINING COMPANY,
LIMITED.****NOTICE.**

IN accordance with the Provisions of No. 121
of the Articles of Association, the General
Agents have this day declared an INTERIM
DIVIDEND OF FIVE PER CENT. for the half-
year ending 30th June, 1904, on the Paid-up
Capital.

DIVIDEND WARRANTS payable on
MONDAY, the 29th August, will be issued to
Shareholders on application.
THE TRANSFER BOOKS of the Company
will be CLOSED from 16th to 29th instant,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 9th August, 1904. [922]

EXCURSION TO MACAO.**THE Splendid Steamer**

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S.
"Perseus" and its wharf at Macao.

FARE:

1st Class Single Ticket \$1.00, with Cabin \$3.00
Return " " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.
YICK ON & Co., Ltd.
Hongkong, 8th August, 1904. [919]

WANTED.

A SITUATION as GENERAL ASSIST-
ANT in a Mercantile Firm. Advertiser
has knowledge of BOOK-KEEPING and TYPE-
WRITING. First-class testimonials.
Apply to—

"W."

C/o Hongkong Telegraph.
Hongkong, 6th August, 1904. [914]

IMPORTANT NOTICE.**FRESH ARRIVALS.**

BY GIVING A VERY LARGE ORDER,
WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

**"APOLLO
MASTER
PLAYERS"**

IN LOWERING THEIR PRICES, AND
WE NOW OFFER THEM FROM
\$365 TO \$850.

**NEW
CONSIGNMENT**

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO
PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

Hongkong, 11th May, 1904. [608]

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

For Sale.**FOR SALE.**

(OWNER GOING HOME).

BAY AUSTRALIAN MARE, 8 years, 14.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

CIGARS

LARGE STOCKS of the
BEST BRANDS in FINE
CONDITION.

CIGARETTES

A FINE SELECTION of
AMERICAN, ENGLISH
and EGYPTIAN.

TOBACCOS

IN GREAT VARIETY.

SMOKERS' REQUISITES.

ALEXANDRA BUILDINGS.

THE HONGKONG DISPENSARY
1841 ESTABLISHED 1841

Hongkong, 30th July, 1904.

TELEPHONE NO. 159.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17, QUEEN'S ROAD. FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT. DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co., MARINE SURVEYORS, CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.
Contract for New Tonnage on reasonable terms
with First-class Builders.
A large stock of Canadian Asbestos and
Asbestolite goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.
Telegram Address: "MARINEWORK." Telephone—No. 358.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 12, 1904.

THE PASSAGE OF THE DARDANELLES.

The announcement from Constantinople that the Ottoman Porte has consented to the passage of Russian Volunteer Cruisers through the Dardanelles will be made the subject of much newspaper criticism, in view of the fact that, towards the close of last month, the Porte, in consequence of the British protest, is reported to have informed Russia, through her Ambassador, that no more vessels of such a type would be permitted to pass the Straits. Turkey owns the territory on both sides of the narrow outlet into the Mediterranean, and the Sultan is bound to forbid the ships of war of foreign powers entering not only the Dardanelles, but also the Bosphorus. In the treaty concluded between the five great Powers and Turkey in 1841 it was provided that no man-of-war belonging to any nation save Turkey should be allowed to pass the Straits without the express consent of Turkey, and that all merchant ships should be required to show their papers to the Ottoman authorities. These provisions were confirmed at London in 1871 and at Berlin in 1878. We recollect that nearly two years ago the British Ambassador at the Porte lodged a protest because four Russian torpedo-boat destroyers passed through the Dardanelles on their way to the Black Sea. It was then held that such a proceeding constituted a violation of the international treaties under which the Dardanelles are closed against the warships of all nations. According to the views of those at home the character of a battleship or cruiser is in no way altered by the fact that it has been disarmed and flies a flag of commerce. There is no concealing the fact. To take guns off a cruiser and hoist a commercial flag no more makes it a merchant ship than a man would be harmless who takes his weapon one day and brings his ammunition the next. But this was the means resorted to by Russia to assure the passage of the four torpedo-boats in question. Russia urged in her behalf that an unarmed vessel under a flag of commerce cannot be regarded as a warship. As she persisted in this contention, the Porte adopted the same view and assented to the passage of the torpedo-boat destroyers. And now it appears from the Reuter telegram printed elsewhere in this issue, that the Sultan will, for the time being, adhere to his original decision and permit Volunteer cruisers to enter the Mediterranean. A telegram from Berlin of the 10th July gave the news of the passage of ships through the Dardanelles in the following terms:—"It is learned that the Russian Volunteer Fleet ships which have just passed the Dardanelles will go to the Schneider shipyard at Le Creusot, France, where they will be armoured. The Volunteer Fleet vessels *Sevastopol*, *Petersburg*, and *Orel*, three of the largest steamships flying the Russian flag, passed through the Dardanelles in the course of the past week. The *Sevastopol* and *Orel* were flying the Red Cross flag. The official declaration regarding the latter vessel was presumably similar to statements in regard to the others. It was declared that the *Orel* had been fitted out as a hospital ship, and her cargo included flour, barley, semolina, tobacco, wine, and other foodstuffs and drinks. It is reported from Odessa that the *Orel's* hold probably contained something of greater naval and military value than semolina." The same day a cable from Suez said: "The Russian Volunteer Fleet steamer *Smolensk*, which passed through the Bosphorus from Sevastopol July 6th, has sailed southward from here. The vessel took two Red Sea pilots, one for herself and the other for the Volunteer Fleet steamer *Petersburg*, which passed the Bosphorus July 5th, coal-laden, and which was reported at Port Said on Saturday. It is rumoured here that the transports intend awaiting the arrival of the Russian Baltic squadron in the Red Sea." And these were the merchant vessels that have caused so much trouble with shipping in the Red Sea! Dealing with the question some weeks ago the *iji* reviews recent developments with regard to the neutrality of the Dardanelles. It refuses to believe that England, which

objected only a year ago to the crossing of the Straits by unarmed torpedo-boats, can calmly look on when Russia sends through so-called merchant ships which turn out to be commerce-destroying cruisers. Japan has no status in the matter; she has no treaty with Turkey and cannot put in any protest. The *iji*, however, believes in the spirit of the treaty of alliance. England is bound to prevent Russia from sending her men-of-war through the Straits, for Turkey in consenting to the breach of the provision of the Paris and Berlin treaties would be affording Russia valuable assistance and in case any power, whether connected by treaty with Japan or not, assists the enemy England's duty is clear. It is not often that the Sultan has made any kind of legitimate concession save under pressure. Other nations have been compelled to employ it against him, and he has invariably yielded when a display of force was threatened from a source capable of carrying out the threat. Quite recently the United States made a bold stand to compel him to grant privileges to Americans on terms equal to those given to other foreigners, and followed this up with a threat that unless a prompt compliance was made to the demands there would be a United States naval demonstration in Turkish waters. The Sultan evidently had no desire to have the experience arising out of the Armenian claims repeated so quickly complied with the American Minister's demands. That was a wholesome lesson, and one which may need repeating if the Sultan sees fit to depreciate the character of the British protest against the passage of Volunteer Cruisers through the Straits of Dardanelles.

LOCAL AND GENERAL.

A body dumped on the breakwater at Causeway Bay was found to be infected with plague.

We have received a copy of the *Korea Daily News*, edited and published by Mr. E. T. Bethell, at Paktong, Seoul.

THE Captain (Chinese) of the *Kong Soo* launch was fined \$250, by Mr. Gompertz, this afternoon, for carrying excess passengers across the harbour.

A BERLIN wire of 1st inst. says that Russia has made a confidential request to the German Government for permission to use the German Baltic Canal for the passage of the Baltic Fleet, but Germany has refused to grant such permission.

ANOTHER rumour regarding the stranding of one of H.M. ships was afloat yesterday. This time it was H.M.S. *Albatross*, the flagship of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G., which was credited with having gone badly aground. Inquiries made in the proper quarters, however, proved the rumour to be an emanation from the brain of "the man in the street."

WHEN Cheong See was convicted by Mr. Gompertz and sentenced to six months, hard labour, and six hours in the stocks for stealing an opium pipe from a shop in Queen's Road West, he said he was "very unfortunate as he was not the thief though his identifier thought he was." He was identified by the master of the shop when placed among a dozen other coolies of his class.

THE French steamer *Haitian* has arrived in port after a stiff encounter with the typhoon some 130 miles south-west of St. John's Island. She shipped heavy seas again and again, but no damage whatever resulted to the steamer, which is said to be one of the strongest boats in the small fleet running for Mr. A. P. Marty. She behaved remarkably well, only a small portion of the 'tween deck cargo being slightly damaged by water.

At the Magistracy this morning, many able-bodied men were charged with gambling at West Point and other convenient spots in the Colony and the New Territory. Altogether 27 men faced the Magistrate, but their features remained immobile, and Mr. Kemp let them down so lightly that it is rumoured a blush was telephoned to the nearest police station. The fines inflicted amounted to about ten ricksha rides per hour.

THE following is the programme of music to be performed by the Band of the 1st Sherwood Foresters, on the new parade ground, on Monday next from 5 to 6.30 p.m.

PROGRAMME.
March—"The Silver Trumpets".....Viviani
Overture—"The Barber of Seville".....Rossini
Selection—"Genevieve De Brabant".....Offenbach
Intermezzo—"Songe D'Amour Apres le Bal".....Bizet
Selection—"The Gipsy".....Jones
Valse—"Frühlinge Lieder".....Jung
Regimental March—"The Young May Moon."
God save the King.

THE case in which a Mr. Davis, describing himself as a merchant of Hongkong charged a Hongkong resident with the theft of his gold watch and chain, as reported in these columns at the time, resulted in the two parties changing places, the prosecutor becoming defendant and the defendant prosecutor, in a charge of bringing a false and malicious case. The case was set to come on in the Supreme Court to-day, when it was reported that the defendant had left the Colony.

THE Japanese have raised all the vessels sunk by the Russian in Taitenwan Bay. The Russians had thoughtfully covered them with anti-decay paint before sinking them, intending to get them up themselves.

OWING to the recrudescence of the insurrection in Kwangsi province and the importance of having rapid communication between that province and its neighbours, the Chinese telegraph authorities have begun laying a new line between Kweilin, the provincial capital of Kwangsi, and the city of Yungchoufu, Hunan province, whence dispatches may be telegraphed to any province by way of Changsha.

"St. Petersburg, 18th June. After criticising in strong terms the war news published in the English papers, which it describes as in some cases 'lighterly biased and coloured,' the *Novoe Vremya* to-day recommends the Russian authorities to utilise the French newspapers for the purpose of counteracting the evil effects upon the world at large of the widely-disseminated telegrams of the British Press."
--Nagasaki Press.

THE following notice has been circulated to the Consular Body at Shanghai:—"The Commander-in-Chief of the Manchurian Army has telegraphed to the Imperial Japanese Government that he considers it necessary that, until a perfect state of peace and tranquillity shall be established at Newchwang, the presence of foreign men-of-war in that port and also on the Liao River shall temporarily be suspended. It is requested that this decision may be conveyed to the commanding officer of any man-of-war that is reported to be proceeding to Newchwang and the Liao river."

THE Executive Committee of the Cancer Research Fund have published an interesting report. They find that cancer pervades all classes of vertebrates, including fishes, that the disease is not infectious, and that it is not transmissible from one species to another. They are doubtful if cancer is, as is generally supposed, increasing. H. R. H. the Prince of Wales, who is President of the Cancer Research Fund has appealed for increasing pecuniary support to facilitate research, and His Majesty the King has permitted the fund to be described as the Imperial Cancer Research Fund.

THE *Japan Gazette* notes the following curious anatomical discovery which is said to have been made by Dr. Higendorf, of the German Society at Yedo for the study of the natural history and ethnology of Eastern Asia. He says that the check-bone of the Japanese is double in many cases, instead of being of a single structure. The additional bone is united to the other by a suture, and is believed to be peculiar to the Japanese race. It would be interesting to know whether any tendency towards the same formation can be discovered in any branch of the Malay race. If it could it would go a long way to establish the theory that the Japanese derive their origin from that race, and not from the Mongols.

THE *Japan Daily Mail* has the following:—Vladivostok, July 22nd. The British steamer *Cheltenham*, captured by the Vladivostok squadron, was today declared a lawful prize. Her commander did not attempt to defend himself, because the proof against the vessel was overwhelming, and the evidence tended to show that the ship had already been bought by the Japanese for \$20,000. She was sailing under the British flag because some of the formalities of her transfer were lacking. There were only four British subjects on board the *Cheltenham*. Her crew were mostly Germans, and they did not conceal their joy at the fact that the Russians had captured the *Cheltenham*. When the prize crew from the armoured cruiser *Graustadt* left the *Cheltenham* they were cheered by the Germans.

THE Russian steamers owned by the Chinese Eastern Railway Company have been affected more adversely by the war than any other fleet. There were 17 vessels before hostilities began and now, between destruction by their friends and capture by the enemy, no steamers at least have been lost, possibly more. The Russians, when abandoning Dalny, are reported to have blown up the *Zeta*, *Bureia*, and *Nagadan*, and the *Nonni* was destroyed by a mine. The last-named was a steamer of 2,463 tons, built in 1901, while the three others were under 1,000 tons each. News, since the war broke out, has been received of the capture by the Japanese of the *Amur*, *Argun*, *Manchuria*, *Mukden*, *Novik*, and *Schilka*. Of these the *Argun*, *Manchuria*, and *Mukden* are now employed in the Japanese transport service.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks donations of \$15 from 1 On Insurance Co., Li Wa Co., Hang On Co., Yau On Insurance Co., Wang Hing, Tsai Hing, Wa Hing, San Shing, Ching Wo Tong, Sincere & Co., Lai Hop-On, Ma Pak Leung, and 1 Sun Co. Also of \$10 from Tung Yik, Sam Wang, Kat Cheung; Yan Cheung, Kwong Fuk Hing, and Yeung Lai Loi. Also of \$5 from Kwong Min Shing, Lung Shing, 1 Shang Fat, Tsung Wo, Sui Un Ki, Man Lu, Kung Cheung, Wing Fung, Ch'ung Shing, Wing Cheung, U'Cheung Shing, Kwong Wo, Wa Lung, Tai Shing, Kwan Tai, Nam Hing Loong, Sam Yick Co., Wing San, I Fung, Tsui Li, Chan Lung, Tin Shing Cheung, U On Wo, Kwong Yik Loong, Yuk Kee Chan, Sam Shing, Wing Wing Hing Lung, Hong Shing Lung, Min Cheung, Sai Wa Hin, Tsui Tai, Hang On, Lai Wo, Shin Hang Tsung, Hang Fa Restaurant, and U Hing.

THE Yokohama agent of the O. & O. Co. says that the *Gaile* was detained at Midway Island until the 30th ult.

FOR removing a Chinaman from his house knowing him to be suffering from a contagious disease, Lok Fuk Yuen, of Queen's Road West, was this morning fined \$50 by Mr. Gompertz.

THE British steamer *Anerley*, which had on board 18,000 railway sleepers and four hundred tons of coal belonging to the Seoul-Fusan Railway, ran ashore near Insan (or Urusan) (to the north of Fusan) on the 19th ult. at 10 a.m. while en route from Hokkaido to Fusan.

It has just been learned definitely that the United States cruiser *Tacoma* has been ordered to join the Asiatic fleet. It is understood she will reach this station the latter part of the year. The *Tacoma* is one of the new vessels in the navy her keel having been laid in 1900. She is classed as a protected cruiser of 3,100 tons displacement, 291 feet in length with an extreme breadth of 44 feet, her draught is 15.34 feet, horsepower 4,700, with a speed of 16 knots an hour. Her engines are of the twin screw vertical triple expansion type, and her total cost to the government was \$1,041,000. Her main battery consists of 10.5 inch rapid fire guns and her secondary is composed of 8.6 pounders rapid fire, and four Colt's automatics. Her complement is 26 officers and one hundred and fifty-one men. The *Tacoma* will be a valuable addition to Rear Admiral Stirling's fleet now in these waters and it is understood to be the department's intention to shortly dispatch several of the modern American men-of-war to these parts.

Now that there is so much traffic between Hongkong and Kowloon, and so many business men employed in Hongkong prefer to make Kowloon their place of residence, it is certainly strange to notice the entire absence of any proper landing stage, where sampans receive and discharge the passengers. This want was especially noticeable yesterday, when several people wanted to board the P. and O. *Pekin*, which was anchored just off the Kowloon wharf, waiting for the tide to go alongside the wharf. They had the choice between walking down a plank, at a very acute angle, on to a lighter, and thence taking a risky jump on to a sampan, or of scaling down a perpendicular wooden set of steps, scarcely to be called a ladder, the bottom rung of which did not reach within several feet of a sampan's gunwale at low water. On this account the only alternative for Kowloon folk wishing to visit a vessel anchored in the harbour, is to take the ferry across to the Hongkong side thence charter a sampan to their destination. This is scarcely as it should be, and certainly needs the attention of the powers that be.

DANGER TO NAVIGATION

The Harbour Master has kindly communicated to us the following information received from Mr. A. Holz, Harbour Master at Swatow:—

Notice is hereby given that the master of the British steamer *Singara* reports having, on the 2nd inst., passed a floating wreck in Lat. 30° 24' N., Long. 120° 54' E. and on the same day in Lat. 38° 34' N., Long. 120° 36' E. he passed a floating mine with projecting prongs.

THE N. D. L. S.S. "WONGKOI"

IN DOCK.

It will be remembered by our readers that on the night of the 3rd inst., a collision took place in the harbour between the B. I. S. N. Co.'s *Ujina*, and the Norddeutscher Lloyd's *Wongkoi*. The latter steamer, which arrived in port with a cargo of rice from Bangkok, had just dropped anchor off West Point, when she was run into by the *Ujina* which was just coming in on arrival from Singapore. The *Wongkoi* was struck just abaft the engine, six plates, with the frame, beams and deck stringer plates being damaged. The plates both above and below water were badly dented, but the seams were not started, so she did not spring a leak. She proceeded with the discharge of her cargo and was afterwards taken to the dock and placed in No. 2 berth where the bulged plates have been removed, and the other damage is being rapidly repaired. The damage is estimated at about \$2,000. The *Ujina* continued her voyage to Shanghai to schedule time, with a broken stem, and it is expected she will be docked here as soon as a dock is available.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 12th at 11.30 a.m. The barometer has risen slightly in South China, and fallen generally, but slightly at all other stations.

The greatest pressure is now found in Japan and the least in the Pacific to the South East of Formosa.

Gradients are slight upon the China Coast and mod. rate N.E. winds will prevail in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Moderate E. to N.E. winds, fine.

TELEGRAM.

THE WAR.

RUSSIAN CRUISERS IN KIAO-CHOW AND CHEFOO.

PORT ARTHUR SQUADRON RETURNS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 12th August, 11.30 a.m.

With reference to the reports hitherto received, stating that the Russian squadron emerged from Port Arthur was attacked by our fleet south of Ventao and dispersed, it is now learned that the *Nasholin*, the *Novik*, another cruiser and a destroyer took refuge in Kiachow, and also another destroyer in Chefoo on the 11th instant.

The enemy's five battleships, one cruiser probably *Diana*, one hospital ship and several destroyers seemed to have regained Port Arthur on the 11th instant.

Our fleet is believed to be undamaged.

FATAL ACCIDENT AT KOWLOON DOCK.

Last night, when some members of the crew of the s.s. *Tak Hing*, which lies in No. 3 berth of the Kowloon Docks, were returning on board, they observed a man lying prone at the bottom of the dock, and upon going to see into the matter found that it was the dead body of the ship's Chinese cook. No one on board knew anything at all about the affair, and in the absence of any witnesses, or evidence of any sort, it is surmised that the man must have been sitting on the bulwark, and, over-balancing himself, fell to the bottom of the dock where he met his death. It was known that the deceased had been on shore in the evening, but it was believed that he returned on board early. The body was removed to the Mortuary, and an inquest will be held in due course.

THE PARSEE FORGERY.

The case in which Mr. Shapurji Cowasjee Sauvana, barrister-at-law, of Bombay, was charged with forgery in that Presidency, and on account of which the extradition of the accused was sought, was again called on this morning, after innumerable remands. Mr. F. H. L. Bowley, Crown Solicitor, appeared for the prosecution, and Mr. Harston for the defence.

No further evidence was taken, the case having closed with the address of Mr. Harston for the defence on Wednesday last.

Mr. Kemp reviewed the evidence, as already reported in these columns, and said that he came to the conclusion that the accused must be sent back to Bombay to stand his trial on the charge against him. He would therefore be remanded to Victoria gaol pending the date of his being taken back to Bombay by Inspector Porter, of the Bombay Police Force; but would be allowed fifteen days in which to apply for a writ of *habeas corpus*, if he should think fit to make such application. Should no application be made within that time, he would be remanded to the custody of Inspector Porter for the purpose of being conveyed to Bombay.

THE STAR FERRY COMPANY.

COMPENSATION TO BE PAID.

An inquiry was held last evening, by the Hon. Barnes-Lawrence, Harbour Master, at the Marine Court, into the circumstances attending the collision between the *Polar Star* and a sampan, whereby a child of nine months lost its life in the harbour. The master of the sampan testified that he was coming up the harbour and when nearing the ferry boat he thought the latter was going to port and therefore he kept on his way. The course of the ferry, however, was to starboard, and hence the collision. For the ferry it was elicited that the sampan had a light hoisted astern instead of forward and as she carried no side-lights, that gave the impression that she was going in the opposite direction. The ferry boat, however, blew her whistle, signalling her course.

The Court held that an error of judgment had been committed by the master of the ferry, but of not sufficient nature as to warrant his certificate being dealt with, and recommended that some compensation be given the parents for the loss of the child. A representative of the Ferry Company said that the matter would be attended to and \$50 given to the parents.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namrang*) 15th inst.
Canadian (*Empress of India*) 15th inst.
German (*Premier*) 16th inst.
American (*Gaile*) 18th inst.

The C. N. Co.'s s.s. *Changsha* from Australian Ports, leaves Sydney on 12th inst., and is due here on 15th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 7.30 a.m., on 11th inst., and leaves again at 3 p.m., same day, for Shanghai where she is due to arrive at midnight on 12th inst.

The Silex Co. P. R. Co.'s s.s. *Empress of Japan* which left Hongkong on 13th ult., and Yokohama on 22nd ult., arrived in New York on 10th inst., thus making a transit of 28 days from Hongkong and 19 days from Yokohama.

TELEGRAMS.

(Reuters.)

Australia.

LONDON, 11th August.

Melbourne wires that both Senate representatives have selected Dalgety, New South Wales, as the Federal Capital.

The Lease of Wei-hai-wei.

Earl Percy has declined to state the Government's policy in the event of the lease of Wei-Hai-Wei determining.

The Passage of the Dardanelles.

A Berlin telegram from Constantinople states that the Porte has consented to the passage of Russian Volunteer Cruisers through the Dardanelles.

Cholera in Russia.

Several cases of cholera have occurred in St. Petersburg and the prospect of an epidemic is viewed with alarm.

LATER.

Obituary.

The death of M. Waldeck-Rousseau is announced.

[Pierre Marie Waldeck was Rousseau, the French politician and lawyer, born in December, 1846. He was a member of the Chamber of Deputies, at Rennes, in 1870 and again in 1881, when he was appointed Minister of the Interior a position which he held for a year and secured for a further term in 1887. In 1886 he became a member of the Paris Bar and after the lapse of three years formed the ministry in 1899 when he became president of the Council.]

Release of Lieutenant Witton.

Lieutenant Witton, sentenced to imprisonment for life for killing unarmed Boers during the war, has been released.

The War.

Despatches from General Kuropatkin dated the 9th inst. say that the situations in the east and south are practically unchanged.

(Munich.)

The Baltic Fleet.

TO COME OUT VIA CAPE HORN.

Vienna, August 1.

The Russian naval officers of highest rank (above that of Rear-Admiral) have held a meeting in the presence of the Tsar, in accordance with His Majesty's wish. The result is that seven battleships and six cruisers belonging to the Baltic Squadron, and a number of transports have been ordered to proceed to the Far East, around Cape Horn, leaving Constantinople in the latter part of September. Admiral Rajetskij has been appointed Commander-in-Chief of the squadron. The rumour that the Baltic Squadron has already left its base for the Far East is unfounded.

Russia and the Kiel Canal.

Berlin, August 1.

Germany has refused to comply with the request of the Russian Government for permission to use the Kaiser Wilhelm Canal (connecting Kiel Bay with the Elbe) for the passage of the Baltic Fleet.

(N. C. D. News.)

News from Port Arthur.

Chefoo, 5th August.

According to arrivals from Port Arthur, the Japanese troops have, dislodged the Russians from all the outer defences, and are now attacking the last line of forts. The Russian men-of-war have been bombarding the Japanese position on Wolf Mountain from the anchorage between East and West Harbours, but as they have to train their guns at a very high angle, their gun carriages have suffered severely.

In many cases, the Russian soldiers, tired out by the incessant fighting, have wounded themselves in order to get sent to hospital. The officers have had hardly time enough to get their meals, and have been reduced to black bread and onions and river water. There is a great scarcity of provisions and shoes; and if it were possible to make the blockade sufficiently strict, Port Arthur would fall without further loss of life. Even the Russian officers are wearing Chinese shoes.

According to the Chinese, there are now only some seven thousand available Russian fighting men; but according to Russian refugees, the garrison, including sailors and volunteers, amounts to about 23,000, excluding six to seven thousand sick and wounded.

The Japanese Advance from Tashihchiao.

Tokio, 6th August.

The detailed account shows that the Japanese left Tashihchiao on the 1st instant in four columns, the Russians firing from time to time to cover their retreat.

The Japanese occupied the line between Hsicheng and old Newcang at noon on the 3rd instant.

The Russians who left Hsicheng retiring northward are about two divisions.

The Japanese papers believe that General Kuropatkin will not abandon Liaoyang.

A Gallant Naval Fight.

Tokio, 7th August.

The Japanese destroyers *Akebono* and *Oboro* approached Port Arthur on the afternoon of the 5th instant for the purpose of reconnoitring.

Suddenly fourteen Russian destroyers steamed out of the harbour and attempted to surround the Japanese in three divisions.

The Japanese exchanged a hot fire and attacked three of the Russian destroyers which were steering towards Hsicheng Promontory, and the enemy retired to the harbour, giving way to the Japanese.

Meanwhile the destroyer *Izumi* reinforced her two comrades, and they jointly drove the remaining eleven Russian destroyers into the harbour.

The promptness and valour shown by the Japanese in this action are most profoundly appreciated.

Death of General Yamaguchi.

Tokio, 7th August.

General Baron Yamaguchi, who commanded the Japanese forces at Tientsin in the Boxer troubles, died to-day. He was promoted to the rank of Viscount yesterday.

The end of the "Sivoutch."

Tokio, 7th August.

It is officially announced that the Russian gunboat *Sivoutch*, stranded in the Liao river near Tienchuangui, has been blown up.

(Chin. news.)

Strasbourg and Toulon Swept by Fire.

San Francisco, 8th August.

The city of Strasbourg, the capital of the German province of Alsace-Lorraine, and the French city of Toulon, have both been swept by devastating fires.

It was thought at one time that the famous cathedral in the former city might be consumed in the conflagration but it fortunately escaped.

The damage in the French city is estimated to be considerably heavier than that in Strasbourg and the loss of life there is also heavier.

(China Gazette.)

A Japanese cruiser damaged.

Chefoo, 3rd August.

Photos were shown here to-day of a large hole just on the water-line of the first class Japanese cruiser *Izumi*, which was taken by a passing steamer near Sasebo. The fact of her being so damaged has not been mentioned in any official reports.

(Der Ostasiatische Lloyd.)

Netherlands India Cable Communication.

Batavia, 5th August.

Netherlands India will have a new cable connection with the Far East and Europe through the treaty which now has been concluded between the governments of Netherlands India and France, regarding the laying of a cable between Pontianak (West Borneo) and Saigon. As Pontianak was a year ago connected by direct cable with the telegraph lines of Netherlands India this new cable will make a second connection with the Far East and Europe, and Netherlands India becomes by this means independent of the English cable companies and of Singapore.

The "Ocean" Incident.

Chefoo, 5th August.

The small cruiser *Thetis* has been lying at anchor at the so-called *Lits* cemetery at the Shantung promontory and left on her journey to Chefoo according to her orders. She met the battleship *Ocean* which asked her by signal: "Why do you follow me?" The *Thetis* answered: "My course is for Chefoo." The *Thetis* had her colours flying all the time.

THE TIBET EXPEDITION.

Nagatse, (via Gyantse) 20th July.

The force arrived here yesterday, marching through lovely mountains, which tower aloft clothed in snow, while tender spring flowers blossom at our feet. Outside the *jong* the Mounted Infantry were met by the Peace Delegates: the Ta Lama and the Lama Grand Secretary, who has been at Gyantse, and Yutok Shap, the new Delegate. The Mounted Infantry halted, but presently saw a large convoy, escorted by mounted men, leaving the *jong*. They went to stop the convoy, but were fired on. A sharp skirmish resulted, in which we captured ten prisoners and about 35 mules and horses. The prisoners were the best armed body of men we had yet met with; all had breech-loaders and several carried magazine rifles. Meanwhile, Captain O'Connor interviewed the Peace Delegates, who later, when the camp was pitched, were invited to a Durbar by Colonel Younghusband. They said that, as the result of a council at Lhasa, they had come in finally to make peace. They asked us to return to Gyantse to discuss terms, adding that a treaty, signed at Lhasa, could not be lasting, as the latter was purely a religious city and did not concern itself with civil affairs. Colonel Younghusband replied that we had only decided to go to Lhasa, after giving the Tibetan's extension after extension of time to treat at various places on the road. The treaty must now be signed at Lhasa, but he was willing to discuss terms during the journey. It depended on the Tibetans whether there was any further fighting. We wished to travel as peacefully as possible, and would pay for supplies, provided there was no resistance. We also had no wish to prolong our stay at Lhasa.

The Delegates had another interview with Colonel Younghusband this afternoon. We have occupied the *jong*.

Pei Jong (via Gyantse) 2nd July.

The force arrived here to-day, meeting with no further opposition. The peace delegates are said to have gone back to Lhasa. The local people report that the Khamba warriors which were collected here have gone away after looting the villages.

The Mounted Infantry reconnoitred within three miles of Khambala and found no signs of the enemy.

Reports are current regarding a riot in Lhasa, directed against the Chinese inhabitants, who were obliged to take refuge in the Chinese Residency. The political officers attached no importance to the affair, as street riots are common in Lhasa.

The force continues to experience the greatest discomfort from rain. For the last two days we have camped in a downpour. The route now curves along the banks of the Palti lake, which ought rather to be styled an inland sea. The scenery is bold and picturesque, a bluff headland reaching down to the water's edge. The hillsides are clothed in grass, and the soil appears capable of much more cultivation than is practised. The water of the lake is quite sweet, and fish, ducks and geese abound in and upon it.—*Rangoon Times*.

THE WAR.

DETAILED REPORT FROM GENERAL KUROKI.

FIGHTING ON THE MOUKDEN ROAD.

Mr. Odagiri, Japanese Consul-General at Shanghai, issued the following official telegram, received by him on the 6th Aug. at 12.30 a.m. A detailed report from General Kuroki:—

The enemy facing our army had gradually increased his numbers since the middle of July and towards the end of July his number reached to four divisions and was still increasing, and it was known to us that he would soon take an attitude to attack us. With this in view our army decided to make an attack upon the enemy and expel him before his preparations were ready.

Suddenly we commenced our movements from the night of the 30th July and planned to attack the enemy before dawn of the 31st July and we detailed our right column to attack the enemy near Yuhulintzu while the left column was to attack the enemy near Yangtzing and a detachment of the column was detailed to threaten the rear of the right wing of the enemy near Yuhulintzu, so as to give assistance to our right column.

Both Yuhulintzu and Yangtzing passes are steep mountains and deep valleys intermingled and were very difficult for attacking movements of an army. The enemy cleverly utilized the local geographical conditions and constructed forts with precipitous slopes and at all the important strategic points he built concealed forts so as to enable him to fire against us while he himself was hidden from our sight. After constructing such fortifications he was occupying both Yuhulintzu and Yangtzing with strong defence works.

The description of the fighting of our right column, that is to say, the one which went to attack the enemy at Yuhulintzu, is as follows:—

The right wing of our right column, after exchanging a terrific fire of rifle and artillery with the advance detachment of the enemy, occupied the enemy's position at 8.50 a.m. Then it reached the main position of the enemy, namely, a line along the heights west of Yuhulintzu and continued the fighting, thus waiting the advance of our left column. During that time the enemy tried to effect a counter-attack on several occasions, but we repulsed them all. The left wing of our right column met with two regiments of the enemy's artillery at Pienling (about five miles south of Yuhulintzu and about 12½ miles N.E. of Moienling) and had severe fighting from 6.30 a.m. and repulsed the enemy.

The reinforcement detached from our left column left Shamatang at 1 a.m. and expelled about one battalion of the enemy's infantry at about 8 a.m. on its route, and pursued the enemy's battalion towards Pienling. At the time, the enemy was retreating from Pienling forming a very large column (three infantry regiments with 4 guns) and our detachment came just on his flank and fired at the enemy's column furiously on his whole line while he was passing the route from a distance from 300 to 1,000 metres and inflicted upon him heavy damage and losses, and thus he was forced to retreat in great confusion. During the same afternoon the detachment made a frontal attack upon the right wing of the enemy's position. However, the geographical condition was so steep and difficult that the detachment failed to succeed in its object and passed the night. Before dawn of the 1st August, the enemy at Yuhulintzu commenced to retreat. Our right column made an advance immediately and pursued the enemy.

The description of fighting by our left column, that is to say, the one which went to attack the enemy at Yangtzing, is as follows:—

A portion of our left column expelled about two companies of the enemy at the heights of Taowan at about 3.30 a.m. of the 31st July and occupied the heights. The rest of our left column also occupied positions previously arranged to occupy. But our artillery was not able to reach its destination in time as the road making of its route took too much time, and there being no other route to take, as the geographical condition of the place being very steep hills, was able to reach its positions about 11 a.m. after great hardships having been experienced. However, two batteries of our artillery occupied a position near Chinchiaopatz before dawn.

The left wing of our left column with its main force opened attack at about dawn of the 31st July upon the enemy at Monienzo (?) and a detachment of the left wing formed several columns, advanced in mountainous districts to reach the rear of the right side of the enemy through a round-about route.

The enemy showed about four batteries of his artillery on the heights of Yangtzing and its vicinity and cleverly fired upon our infantry. However, our artillery attached to the left wing of our left column was only able to use 20 guns as the local condition did not allow to use more and the enemy's position being too far a range our artillery was not able to show its effect sufficiently, and thus delayed our frontal attack till noon of the 31st July. At the time our detachment, which went to the rear of the right side of the enemy after having extraordinary hardships passing through mountainous districts, was only able to reach the heights as arranged previously. A little after 2 p.m. of the same day the artillery attached to the right wing of our left column commenced to fire to sweep away the enemy at Taowan and its north. A portion of infantry and cavalry advanced with the object of scouting. As the result of these actions of ours the enemy's artillery, which was hidden at a range of heights about 3,000 metres north west of Taowan commenced to fire against our artillery furiously, and then there was a terrific artillery duel on the side of both wings. At 4 p.m. the infantry of our right wing, from the vicinity of Taowan and the infantry of our left wing from the vicinity

of Monienzo (?) made an advance to attack the enemy, defying the furious fire of the enemy's rifles and artillery and went on towards Yangtzing. Rifle fights took place in all directions and our artillery helped the advance of our infantry with all its power. However, steep slopes made the advance of the infantry difficult and the enemy also resisted very stubbornly and until dark we were not in a position to break the enemy's line, and passed the night in fighting position.

Early at dawn of the 1st August, both right and left wings re-opened the attack and we were able to occupy the heights in the vicinity of Yangtzing between 7 and 8 a.m.

The enemy's casualties are still under investigation. However, the total casualties of the enemy in all directions are at least 7,000.

The strength of the enemy: At Yuhulintzu an army under General Sulchewsky, Commander of the 10th Army Corps, consisting of one brigade of the 9th Infantry Division, the main force of the 31st and 85th. Division with 4 batteries of artillery. At Yangtzing: An army under General Keller, Commander of Siberian Army Corps, consisting of the whole of the 3rd and 6th Division of Sharpshooters, a brigade of the 9th Infantry Division in the fighting line and about 4 batteries of artillery.

In the afternoon of the 31st July the enemy's ambulance corps holding the Red Cross flag appeared in front of our detachment which went to reinforce our right column and began to carry away the enemy's killed and wounded. We stopped our firing and allowed them to carry on their duty.

PORT ARTHUR.

Chefoo, 5th August.

The Japanese army occupied Wolf Mountain which is the highest mountain of all the heights north east of Suizyong. The Japanese call the mountain Suizyong mountain. The Japanese have occupied now all the defence line on the outside of Port Arthur and are now attacking the last defence line.

The Russian refugees who came here from Port Arthur had something to do with the laying of land mines say that at the front and rear of each fort in Port Arthur a land mine is laid. The land mine connected with ten electric wires and a current is to be sent from the main to explode the mine. The Russian warships once fired at the Japanese position on the Sword Mountain from the fairway between the Eastern basin and the Western basin of the harbour of Port Arthur at an angle of 90 degrees and thus greatly damaged the position of guns.

The number of the Russian fighting men including blue jackets and volunteers is 33,000 men, but those sick and wounded number six or seven thousand men. The provisions are very scarce as the Japanese are maintaining a strict blockade and Chinese junk carrying foodstuffs can scarcely approach Port Arthur. So even though the Japanese do not attack Port Arthur at once yet the stronghold must fall soon.—*Universal Gazette*.

H.M.S. "LEVIATHAN"

The work of repairing the British cruiser *Leviathan* goes steadily on in the Hongkong and Whampoa Company's dock, and it is anticipated that she will be ready to take the water again on or about the 24th inst.

Altogether a nineteen plates have been removed from either side of the keel, and several of these have already been re-rolled and are now being replaced in position, only a few having to be renewed. Immediately on the completion of these repairs the *Leviathan* will return to her station with the fleet in the north. Notwithstanding the typhoon weather prevailing during the past few days, the work on the repairs was in no way interfered with, the scene of the operations being immediately underneath the vessel, which is almost flat, and thus the workmen were practically under shelter throughout. The propellers have been removed, cleaned, scraped and replaced, and other minor repairs have been completed. It will thus be seen that the damage was not so serious, nor will the delay in dock be so prolonged as was at first anticipated. The dock authorities thought that, in all, fifty plates would need removal, but on further examination it was found to be unnecessary to remove more than the number stated above, as the damage to others, in the way of denting, was found to be easily put right without taking the plates to the machine shop.

GUNBOAT "ROBIN" IN COLLISION

ON THE CANTON RIVER.

The shallow-draught river gunboat *Robin* now reposes on the ways at the Hongkong and Whampoa Dock Co. for repairs after having been in two collisions in the Canton river. The first accident occurred on the 19th ult. when the *Shu An*, a small river steamer, in endeavouring to pass between the *Robin* and a Portuguese river steamer, whose name could not be learned, ran into the *Robin* on the starboard bow inflicting damage to two of her plates just above the water-mark. The injury was not considered of any importance and no notice was taken of it at the time, beyond an official report of the occurrence being made to the naval authorities, who ordered an inquiry, the result of which is not yet known. Ten days afterwards the s.s. *Kwong Nam* was proceeding up the river, and turning slightly nearer the centre of the channel for more water, she ran into the *Robin*, which was passing, on the port bow damaging several of her plates, both above and below water mark though not seriously. However, it was found necessary to dock the *Robin*, and she accordingly came down to Hongkong, under her own steam, for that purpose, and is now in the dock. It is understood that neither of the other vessels was damaged, and that sustained by the *Robin* is estimated at only between \$300 and \$400.

OPEN VERANDAHS

INSISTED UPON.

The most interesting topic at the meeting of the Sanitary Board yesterday afternoon was the consideration of an application for permission to erect moveable windows on the second floor verandah of Nos. 16 and 17, Connaught Road Central. The members of the Board present were: Dr. J. M. Atkinson (presiding), Hon. P. N. A. Jones (Vice-President), Hon. A. W. Brewin, Registrar-General; Major Sparks, A.M.C.; Mr. Lau chu Pak, Mr. Fung Wu Chun; Mr. A. Rumjahn; Mr. H. E. Pollock, K.C.; Mr. E. A. Hewett; Dr. W. W. Pearce, Medical Officer of Health; and the Secretary.

Mr. Hewett mentioned that the premises were at present a corner building but a block of buildings would be erected at the side.

Mr. Rumjahn stated that if the merits of the case had been gone into fully it would be found that the sanitary condition of the premises in question would be improved if the application was granted. Buildings within the European Reservation Area and Hill District could have their verandahs and balconies enclosed without any restriction as to purpose or open space in front of them and under section 139 of the Public Health and Buildings Act these privileges were conferred on these buildings whether their verandahs or balconies were erected over Crown Land or private street. Some of the buildings in the Reserved Area had only a few feet of open space in front of them whereas those in question had the Connaught Road and the Victoria Harbour as their open space in front. Again and the most important point to be considered was that with the moveable windows proposed to be put on the verandahs of the buildings in question, the rain and wind could be shut off while the doors of the floors kept open so that a constant circulation of air could be effected through the balustrade on the verandahs and the windows it would be necessary to close the doors during inclement weather and the air in the floors would become vitiated. These floors are not partitioned off into living rooms as most of those in the Reservation District are. In consequence of the advantages that would derive from these moveable windows it was our duty to grant this application.

The President said that the application stated that artists were to work on these verandahs and that the windows would protect them in case of rain.

Mr. Brewin: I take it the verandahs were not erected for this purpose.

Mr. Pollock: Does anyone sleep on these floors?

The President: No.

Dr. Pearce said this was a question of precedent. The intention of the Government in allowing these verandahs on Crown land was not to make people a present of an extra 100 to 150 square feet of Crown land, and no obstruction would be allowed unless verandahs were built over private land.

Mr. Rumjahn: Verandahs on Crown land were being used for all sorts of purposes. This was a privilege granted by the Government under certain conditions. The Medical Officer of Health was not correct in saying that unless verandahs were built over private property they could not be enclosed or obstructed. Under section 139 any building within the European Reservation Area or Hill District whether their verandahs or balconies encroach on Crown land or not, could be so enclosed or obstructed. The buildings in question were European houses and within a stone's throw of a portion of the Reservation Area. The Board had power to allow the moveable windows to be maintained for the improvement of the sanitation of these premises.

Mr. Hewett: Do I understand that they cannot erect this without the permission of the Board?

The President: They must have permission.

Mr. Rumjahn: No permission would be necessary if the buildings were within the Reservation Area or the Hill District.

After further discussion Mr. Pollock moved and Mr. Rumjahn seconded that permission be given in this case providing the floors were not used for sleeping purposes.

The motion was lost, 4 in favour and 6 against.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	...	\$655 £68 10/-
Nationals	...	38 b.
Union Insurance	...	545 b.
China Traders	...	63
Cantons	...	208
Hongkong Fires	...	310 s. & b.
China Fires	...	88 sa.
Indo-Chinas	...	112 s.
H.K. & Macao Steamboats	...	30½ s.
China and Manilla	...	26 b.
Star Ferries (old)	...	38 b.
do. (new)	...	28 b.
Shell Transports	...	21½ s.
China Sugars	...	183 s.
Raub's	...	7 s.
H.K. & Whampoa Docks	...	22½ b.
Wharves	...	117 s.
Farnhams	...	Tls. 170 b.
Hongkong Lands	...	153
West Points	...	60 b.
Green Island Cements	...	29½ sa.
A. S. Watsons	...	15½ s. & b.

Advices from Shanghai, dated 6th inst., state:—Business reported:—Farnham, Boyds at Tls. 150 cash, Tls. 151 for August, Tls. 152/153 for September, and Tls. 156/158 for December. Indo-Chinas at Tls. 81 for December. Hall and Holtz at \$30.

Business reported direct:—Farnham Boyds at Tls. 150 for August, Tls. 155/157 for December, and Tls. 158 for January. Indo-Chinas at Tls. 8½ for October, Tls. 80 and Tls. 81 for December. Sumatra Tobaccos at Tls. 65 and Tls. 66 for October.

To-day's Advertisements.

THE HONGKONG RIFLE ASSOCIATION.

INTERPORT PRACTICE.

THERE will be a SPOON COMPETITION TO-MORROW (Saturday), the 13th inst., at 2.30 P.M.

RANGES:—200, 500 and 600 yards. Usual Conditions.

The Secretary hopes that more Members will attend these practices as he has been at some trouble to obtain the use of the Range.

MOBBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 12th August, 1904. [53]

METROPOLE THEATRE.

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Prices.....\$2 and \$1

Two Special Treats will be held until the conclusion of the Performance.

Hongkong, 12th August, 1904. [526]

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Hongkong, 12th August, 1904. [3]

S.S. "MANCHE."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

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MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & LPOOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & LPOOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	30th September.

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FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

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Hongkong, 10th August, 1904.

[2]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHUNKIANG	"CHEUNGCHOW"	15th August.
MANILA	"YAN"	16th "
SHANGHAI	"TAIWAN"	16h "
CHU and LOLOI	"KAIKONG"	18th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	25th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	* 12th September.

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[7]

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Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 20th August, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

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SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th August, 1904.

[8]

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Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

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FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
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The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

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Hongkong, 5th January, 1904.

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WENDT & CO.,
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Hongkong, 24th June, 1904.

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"PAUL BEAU"

Captain Franquet, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.
The S.S. "CHARLES HARDOUIN," Captain Merling, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European	\$8.00
Second Class European	3.00
First Class Chinese	1.50
Second Class Chinese	.80
Deck	.30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" 1,300 tons, J. P. MARTIN, Captain.
"KWONG TUNG" 1,238 tons, H. W. WALKER, Captain.
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey	\$4
Meals	(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"HEDOUIN" 13th August.
"LOWTHER CASTLE" 20th "
"ATHOLL" 15th September.
For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 12th August, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 16th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th August, 1904. [617]

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons.

Capt. G. W. Gordon, R.N.R., will be despatched for LONDON (DIRECT), on or about 19th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 6th August, 1904. [865]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 4th August, 1904. [789]

"SHIRE" LINE STEAMSHIP CO.
FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th August, 1904. [923]

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15, GAP ROAD, MORRISON HILL, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 6th August, 1904. [915]

TO LET.

SEYMOUR TERRACE, 4-room House, and side verandahs. \$100 and Taxes.

Apply to—

"CHEAP,"

C/o this Paper.

Hongkong, 4th August, 1904. [908]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

GODOWN No. 5, NEW PRAYA, KENNEDY TOWN.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th July, 1904. [883]

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 4, RIFON TERRACE.

No. 19, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

No. 1, CLIFTON GARDENS.

OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th July, 1904. [879]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729]

TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to—

OMER CASSAM MOOSA,

49, Rua Central,

Macao.

4th August, 1904. [909]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49]

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JESSEN & Co.

Hongkong, 27th April, 1904. [559]

HONGKONG AVERAGE MARKET PRICES.

Corrected 3rd August, 100 cts. per \$ Alex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa D	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chaung	26
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	19
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai-tau-keok	75
" Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
" Pigs' Chittlings—Chi cheong	16
" Brains—Chi Know	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	15
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
" Pork, Chop—Chi Pai Kwat	23
" Corned—Ham Chu Yuk	21
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	12
" Sucking Pigs, To Order—Chu Chai	26
" Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	22
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	3
" Ko	30
" (Chefoo)—Tin Chun Ping	15
" Ko	10
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	—
" Bananas, fragrant, Canton—Sang Sheng	3
" Heung Chiu	3
" (brides), Macao—San Heung Chiu	8
" Chestnuts, Chinese—Foong Lut	20
" Carambola—Yeung Tou	9
" Coconuts—Yeh Tai	—
" Grapes—Sin Tai Tsz	10
" Lemons, China—Ning Moong	6
" Amer.—Kum San Ning Moong	15
" Lichees, Dried—Lai Chi Con	—
" Fresh, Lai Chi	—
" Limes, (Saigon)—Sai Kung Ning	7
" Moong	8
" Mango, Manila—Lui Sung Moong	—
" Mango, Saigon—Sai Kung Moong	30
" Mangosteens, San Chuk Tsz	—
" Oranges, (Canton)—Sang Sheng Tim	30
" Chang	—
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
" Olives—Pak Lam	6
" Pears, (American)—Kam San Shut Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
" Peanuts—Fa Sang	—
" Persimmons Large—Hung Chie	25
" Pine-apples, 1st quality—Sheung Poon	15
" Ti Paw-law	—
" and cooking—Chung-tang	—
" Paw-law	—
" Platams—Tai Chen	2
" Plums, Swatow—Hung Lai	15
" Pimento, Siam—Chim Lo Yau	20
" Walnuts, Hop Tou	—
" Green—Sang Hop Tuo	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	—
" Chi Chuk	—
" Beans, (French) Macao—Oh Moon Pin	12
" Tau	—
" Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tau	—

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENTS RATES.

(per inch.)

One week		\$ 2.85
One month		7.20
Two months		13.00
Three		20.00
Six		37.50
Twelve		73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts		\$ per cent.
6		10
12		25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARD

CIRCULARS

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road.

HONGKONG.

Intimation.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES

TELEPHONES.

WIRE.

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS:—1, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904

Shipping.

Frithjof, Nor. s.s., 891, Haraldsen, 11th Aug.

—Tamsui via Amoy and Swatow 10th

Aug., Gen.—O. S. K.

Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th

Aug.,—Bangkok 4th Aug., Rice.—B. & S.

Pak Ling, Br. s.s., 2,874, G. Rodway, 11th Aug.

—Singapore 6th Aug., Gen.—N. Y. K.

Hailan, Fr. s.s., 377, L. Andersen, 11th Aug.

—Pakhoi and Hoihow 10th Aug., Gen.—A.

R. M.

Anghin, Ger. s.s., 1,001, F. Schaefer, 11th Aug.

—Bangkok 3rd Aug., Rice and Wood.—

B. & S.

Simla, Br. s.s., 3,805, F. R. Summers, 12th

Aug.,—Shanghai 9th Aug., Mails and Gen.—

P. & O. S. N. Co.

Manche, Fr. s.s., 1,634, Mourard, 12th Aug.

—Saigon 8th Aug., Gen.—M. M.

Kwangtsh, Ch. s.s., 1,536, W. H. Lunt, 12th

Aug.,—Canton 11th Aug., Gen.—C. M. S.

N. Co.

Shaoching, Br. s.s., 1,307, H. Trowbridge, 12th

Aug.,—Canton 11th Aug., Gen.—B. & S.

Cyprus, Br. s.s., 1,174, F. Simmons, 12th Aug.

—Rangoon 20th July, Rice.—Order.

Benlarig, Br. s.s., 2,510, A. Wallace, 12th Aug.

—Shanghai via Foochow 10th Aug., Gen.—

G. L. & Co.

Taiwan, Br. s.s., 1,100, H. Harder, 12th Aug.

—Shanghai 7th Aug., and Amoy 10th Aug.

—B. & S.

Thales, Br. s.s., 924, A. J. Robson, 12th Aug.

—Swatow 11th Aug., Gen.—D. L. & Co.

Bedouin, Br. s.s., 2,245, H. Sandow, 12th Aug.

—Amoy 10th Aug., Gen.—D. L. & Co., Ltd.

Departures.

Aug. 12.

Coromandel, for Shanghai.

Aikoh, for Yokohama.

Macduff, for Shanghai.

Looboo, for Bangkok.

Nubia, for Singapore.

Cobra, for Swatow.

James Brand, for Swatow.

Carl, for Nagasaki.
Yeddo, for Calcutta.
Tyr, for Hongkong.
Pronto, for Canton.
Tinan, for Australian Ports.
Whampoa, for Shanghai.
Manche, for Yokohama.
Jacob Diederichsen, for Hoihow.
Yader, for Tacoma.
Loongtang, for Manila.
Kengnam, for Shanghai.
Cheungcheu, for Amoy.
Cyprus, for Yokohama.
Lokang, for Bangkok.

Passengers arrived.

Per Pak Ling, from Singapore—374 Chinese,
and 6 Japanese.
Per Frithjof, from Coast Ports—90 Chinese,
and 1 Japanese.
Per Taiwan, from Shanghai, &c.—Misses
Mene and Carolina, Mr. Cooper, and 42 Chi-
nese.

Per Simla, from Shanghai for Marseilles—
Rev. H. G. Hallock and native servant. For
Colombo—Mr. D. Pearce. For Singapore—
Mr. A. B. Cumming. For Bombay—Mr. T. C.
Stanford and servant. For Hongkong—Capt.
and Mrs. Hall and child, Mrs. Yates Stirling
and servant. Leading Stoker Harns, W. J.
Southam, F. B. St. Jacob, Patala, J. Nishikawa,
Fun Kung and native servant, Miss
Pearson, Mr. Baslein, and 1 Chinese.
Per Anghin, from Bangkok—475 Chinese.

Passengers departed.

Per Manche, for Shanghai—Mr. Edmond
Brunschwig, Misses About, and Mr. Muth.
For Kobe—Mr. J. Gomes.

Shipping Report.

Str. Pakling from Singapore—Strong W.
S.W. winds and clear.

Str. Ovid from Kuchinotsu—Strong to S.E.
gales, high sea, violent squalls to port.

Str. Nubia from Shanghai—Fine weather,
with different winds, and moderate sea.

Str. Cyprus from Rangoon—Fresh S.W.
breeze, and clear weather throughout passage.

Vessels in Port.

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis
11th Aug.—New York via Singapore 11th
June, Case Oil.—S. O. Co.
An Pho, Br. s.s., 966, J. Kynoch, 8th Aug.—
Saigon 4th Aug., Rice.—Chinese.
Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th
Aug.—Kobe 31st July, and Maji 2nd Aug.,
Gen. and Coal.—N. Y. K.
Belgian King, Br. s.s., 2,153, I. Hayton, 2nd
Aug.—Karatsu 27th July, Coals.—B. &
Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart,
8th Aug.—Singapore 3rd Aug., Gen.—D.
S. & Co., Ltd.
Emma Luken, Ger. s.s., 1,160, H. Martens,
28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.
Glenogle, Br. s.s., 2,399, W. T. Larkins, 1st
July.—Amoy 30th July, Gen.—Seang Tak
Kiang.
Hinang, Br. s.s., 1,135, W. E. Sawyer, 6th
Aug.—Saigon 5th Aug., Rice.—J. M. &
Co.
James Brand, Br. s.s., 2,512, Torrance, 7th
Aug.—Pulo Bukum 31st July, Bulk Oil—
Meyer & Co.
Keongwai, Ger. s.s., 1,115, W. Möllermann,
6th Aug.—Bangkok 29th July, Rice and
Teak-squares.—M. & Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 11th
Aug.—San Francisco 12th July, and
Manila 9th Aug., Mails and Gen.—P. M.
S. S. Co.
Lothian, Br. s.s., 3,222, J. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Machew, Ger. s.s., 695, H. Harjes, 7th Aug.—
Bangkok 1st Aug., Rice and Rice-flour.—
B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug., Timber.—J. M. &
Co.
Medan, Ger. s.s., 746, O. Stolberg, 22nd July.—
from Caroline Island, Copra and Gen.—S.
& Co.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 11th
Aug.—Wei-hai-wei 4th Aug., Ballast.—
Order.
Nigretia, Br. s.s., 1,533, S. Harrison, 8th Aug.—
—Maji 31st July, Coal.—Jeffries & Co.
Ovid, Br. s.s., 2,686, Cubitt, 11th Aug.—
—Kuchinotsu 4th Aug., Coal.—M. B. K.
Pekin, Br. s.s., 3,957, W. W. Cooke, 1st Aug.—
—Bombay 13th Aug., Gen.—P. & O. S. N.
Co.
Phranang, Ger. s.s., 1,021, F. Schmalz, 12th
Aug.—Bangkok 4th Aug., Rice.—B. & S.
Progress, Ger. s.s., 687, F. Bremer, 9th Aug.—
—Hoihow 8th Aug., Gen.—S. & Co.
Rajaburi, Ger. s.s., 1,180, D. Reimers, 8th
Aug.—Bangkok 2nd Aug., Teakwood and
Rice.—B. & S.
Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.—
—Barry Dock 8th June, Coal.—J. M. & Co.
Shantou, Br. s.s., 1,837, J. Manach, 8th Aug.—
—Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.
Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.—
Singapore 2nd Aug., Kerosine.—Mr. Geo.
McLain.
Talfu, Ger. s.s., 1,083, C. Ulberfeldt, 11th Aug.—
—Saigon 6th Aug., Rice and Rice-flour.—
E. A. T. Co.
Tweeddale, Br. s.s., 2,873, T. Milne, 25th July.—
—Durban 25th June, Ballast.—G. L. & Co.
Wongkol, Ger. s.s., 1,115, F. V. Bruhn, 3rd
Aug.—Bangkok 28th July, Rice and Wood.—
B. & S.
Zafiro, Br. s.s., 1,611, R. Rodgers, 8th Aug.—
Manila 6th Aug., Gen.—S. T. & Co.

Steamers.

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis
11th Aug.—New York via Singapore 11th
June, Case Oil.—S. O. Co.
An Pho, Br. s.s., 966, J. Kynoch, 8th Aug.—
Saigon 4th Aug., Rice.—Chinese.
Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th
Aug.—Kobe 31st July, and Maji 2nd Aug.,
Gen. and Coal.—N. Y. K.
Belgian King, Br. s.s., 2,153, I. Hayton, 2nd
Aug.—Karatsu 27th July, Coals.—B. &
Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart,
8th Aug.—Singapore 3rd Aug., Gen.—D.
S. & Co., Ltd.
Emma Luken, Ger. s.s., 1,160, H. Martens,
28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.
Glenogle, Br. s.s., 2,399, W. T. Larkins, 1st
July.—Amoy 30th July, Gen.—Seang Tak
Kiang.
Hinang, Br. s.s., 1,135, W. E. Sawyer, 6th
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Co.
James Brand, Br. s.s., 2,512, Torrance, 7th
Aug.—Pulo Bukum 31st July, Bulk Oil—
Meyer & Co.
Keongwai, Ger. s.s., 1,115, W. Möllermann,
6th Aug.—Bangkok 29th July, Rice and
Teak-squares.—M. & Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 11th
Aug.—San Francisco 12th July, and
Manila 9th Aug., Mails and Gen.—P. M.
S. S. Co.
Lothian, Br. s.s., 3,222, J. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Machew, Ger. s.s., 695, H. Harjes, 7th Aug.—
Bangkok 1st Aug., Rice and Rice-flour.—
B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug., Timber.—J. M. &
Co.
Medan, Ger. s.s., 746, O. Stolberg, 22nd July.—
from Caroline Island, Copra and Gen.—S.
& Co.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 11th
Aug.—Wei-hai-wei 4th Aug., Ballast.—
Order.
Nigretia, Br. s.s., 1,533, S. Harrison, 8th Aug.—
—Maji 31st July, Coal.—Jeffries & Co.
Ovid, Br. s.s., 2,686, Cubitt, 11th Aug.—
—Kuchinotsu 4th Aug., Coal.—M. B. K.
Pekin, Br. s.s., 3,957, W. W. Cooke, 1st Aug.—
—Bombay 13th Aug., Gen.—P. & O. S. N.
Co.
Phranang, Ger. s.s., 1,021, F. Schmalz, 12th
Aug.—Bangkok 4th Aug., Rice.—B. & S.
Progress, Ger. s.s., 687, F. Bremer, 9th Aug.—
—Hoihow 8th Aug., Gen.—S. & Co.
Rajaburi, Ger. s.s., 1,180, D. Reimers, 8th
Aug.—Bangkok 2nd Aug., Teakwood and
Rice.—B. & S.
Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.—
—Barry Dock 8th June, Coal.—J. M. & Co.
Shantou, Br. s.s., 1,837, J. Manach, 8th Aug.—
—Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.
Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.—
Singapore 2nd Aug., Kerosine.—Mr. Geo.
McLain.
Talfu, Ger. s.s., 1,083, C. Ulberfeldt, 11th Aug.—
—Saigon 6th Aug., Rice and Rice-flour.—
E. A. T. Co.
Tweeddale, Br. s.s., 2,873, T. Milne, 25th July.—
—Durban 25th June, Ballast.—G. L. & Co.
Wongkol, Ger. s.s., 1,115, F. V. Bruhn, 3rd
Aug.—Bangkok 28th July, Rice and Wood.—
B. & S.
Zafiro, Br. s.s., 1,611, R. Rodgers, 8th Aug.—
Manila 6th Aug., Gen.—S. T. & Co.

Steamers.

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis
11th Aug.—New York via Singapore 11th
June, Case Oil.—S. O. Co.
An Pho, Br. s.s., 966, J. Kynoch, 8th Aug.—
Saigon 4th Aug., Rice.—Chinese.
Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th
Aug.—Kobe 31st July, and Maji 2nd Aug.,
Gen. and Coal.—N. Y. K.
Belgian King, Br. s.s., 2,153, I. Hayton, 2nd
Aug.—Karatsu 27th July, Coals.—B. &
Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart,
8th Aug.—Singapore 3rd Aug., Gen.—D.
S. & Co., Ltd.
Emma Luken, Ger. s.s., 1,160, H. Martens,
28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.
Glenogle, Br. s.s., 2,399, W. T. Larkins, 1st
July.—Amoy 30th July, Gen.—Seang Tak
Kiang.
Hinang, Br. s.s., 1,135, W. E. Sawyer, 6th
Aug.—Saigon 5th Aug., Rice.—J. M. &
Co.
James Brand, Br. s.s., 2,512, Torrance, 7th
Aug.—Pulo Bukum 31st July, Bulk Oil—
Meyer & Co.
Keongwai, Ger. s.s., 1,115, W. Möllermann,
6th Aug.—Bangkok 29th July, Rice and
Teak-squares.—M. & Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 11th
Aug.—San Francisco 12th July, and
Manila 9th Aug., Mails and Gen.—P. M.
S. S. Co.
Lothian, Br. s.s., 3,222, J. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Machew, Ger. s.s., 695, H. Harjes, 7th Aug.—
Bangkok 1st Aug., Rice and Rice-flour.—
B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug., Timber.—J. M. &
Co.
Medan, Ger. s.s., 746, O. Stolberg, 22nd July.—
from Caroline Island, Copra and Gen.—S.
& Co.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 11th
Aug.—Wei-hai-wei 4th Aug., Ballast.—
Order.
Nigretia, Br. s.s., 1,533, S. Harrison, 8th Aug.—
—Maji 31st July, Coal.—Jeffries & Co.
Ovid, Br. s.s., 2,686, Cubitt, 11th Aug.—
—Kuchinotsu 4th Aug., Coal.—M. B. K.
Pekin, Br. s.s., 3,957, W. W. Cooke, 1st Aug.—
—Bombay 13th Aug., Gen.—P. & O. S. N.
Co.
Phranang, Ger. s.s., 1,021, F. Schmalz, 12th
Aug.—Bangkok 4th Aug., Rice.—B. & S.
Progress, Ger. s.s., 687, F. Bremer, 9th Aug.—
—Hoihow 8th Aug., Gen.—S. & Co.
Rajaburi, Ger. s.s., 1,180, D. Reimers, 8th
Aug.—Bangkok 2nd Aug., Teakwood and
Rice.—B. & S.
Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.—
—Barry Dock 8th June, Coal.—J. M. & Co.
Shantou, Br. s.s., 1,837, J. Manach, 8th Aug.—
—Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.
Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.—
Singapore 2nd Aug., Kerosine.—Mr. Geo.
McLain.
Talfu, Ger. s.s., 1,083, C. Ulberfeldt, 11th Aug.—
—Saigon 6th Aug., Rice and Rice-flour.—
E. A. T. Co.
Tweeddale, Br. s.s., 2,873, T. Milne, 25th July.—
—Durban 25th June, Ballast.—G. L. & Co.
Wongkol, Ger. s.s., 1,115, F. V. Bruhn, 3rd
Aug.—Bangkok 28th July, Rice and Wood.—
B. & S.
Zafiro, Br. s.s., 1,611, R. Rodgers, 8th Aug.—
Manila 6th Aug., Gen.—S. T. & Co.

Steamers.

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis
11th Aug.—New York via Singapore 11th
June, Case Oil.—S. O. Co.
An Pho, Br. s.s., 966, J. Kynoch, 8th Aug.—
Saigon 4th Aug., Rice.—Chinese.
Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th
Aug.—Kobe 31st July, and Maji 2nd Aug.,
Gen. and Coal.—N. Y. K.
Belgian King, Br. s.s., 2,153, I. Hayton, 2nd
Aug.—Karatsu 27th July, Coals.—B. &
Co.
Catherine Apar, Br. s.s., 1,730, A. Stewart,
8th Aug.—Singapore 3rd Aug., Gen.—D.
S. & Co., Ltd.
Emma Luken, Ger. s.s., 1,160, H. Martens,
28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.
Glenogle, Br. s.s., 2,399, W. T. Larkins, 1st
July.—Amoy 30th July, Gen.—Seang Tak
Kiang.
Hinang, Br. s.s., 1,135, W. E. Sawyer, 6th
Aug.—Saigon 5th Aug., Rice.—J. M. &
Co.
James Brand, Br. s.s., 2,512, Torrance, 7th
Aug.—Pulo Bukum 31st July, Bulk Oil—
Meyer & Co.
Keongwai, Ger. s.s., 1,115, W. Möllermann,
6th Aug.—Bangkok 29th July, Rice and
Teak-squares.—M. & Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 11th
Aug.—San Francisco 12th July, and
Manila 9th Aug., Mails and Gen.—P. M.
S. S. Co.
Lothian, Br. s.s., 3,222, J. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Machew, Ger. s.s., 695, H. Harjes, 7th Aug.—
Bangkok 1st Aug., Rice and Rice-flour.—
B. & S.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug., Timber.—J. M. &
Co.
Medan, Ger. s.s., 746, O. Stolberg, 22nd July.—
from Caroline Island, Copra and Gen.—S.
& Co.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 11th
Aug.—Wei-hai-wei 4th Aug., Ballast.—
Order.
Nigretia, Br. s.s., 1,533, S. Harrison, 8th Aug.—
—Maji 31st July, Coal.—Jeffries & Co.
Ovid, Br. s.s., 2,686, Cubitt, 11th Aug.—
—Kuchinotsu 4th Aug., Coal.—M. B. K.
Pekin, Br. s.s., 3,957, W. W. Cooke, 1st Aug.—
—Bombay 13th Aug., Gen.—P. & O. S. N.
Co.
Phranang, Ger. s.s., 1,021, F. Schmalz, 12th
Aug.—Bangkok 4th Aug., Rice.—B. & S.
Progress, Ger. s.s., 687, F. Bremer, 9th Aug.—
—Hoihow 8th Aug., Gen.—S. & Co.
Rajaburi, Ger. s.s., 1,180, D. Reimers, 8th
Aug.—Bangkok 2nd Aug., Teakwood and
Rice.—B. & S.
Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.—
—Barry Dock 8th June, Coal.—J. M. & Co.
Shantou, Br. s.s., 1,837, J. Manach, 8th Aug.—
—Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co., Ltd.
Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.—
Singapore 2nd Aug., Kerosine.—Mr. Geo.<

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Captain F. R. Summers, carrying H. Majesties' Mails, will be despatched from this for BOMBAY, TO-MORROW, the 13th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. China, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamship proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Ballaarat due in London on the 26th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 12th August, 1904.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at 1 P.M., the Company's Steamship "TOURNAI," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Armand* bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd August. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shamouti</i>	9,600	W. M. Smith.	Aug. 31
<i>Tremont</i>	9,600	T. W. Garlick.	Oct. 1
<i>Shamouti</i>	9,600	W. M. Smith.	...
<i>Tremont</i>	9,600	T. W. Garlick.	...
<i>Lyra</i>	4,417	G. V. Williams.	...
<i>Hyades</i>	3,753	Geo. Wright.	...

1 Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Steamers.	Tons.	Captains.	Sailing.
<i>Shamouti</i>	9,600	W. M. Smith.	Aug. 17
<i>Tremont</i>	9,600	T. W. Garlick.	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamouti* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 11th August, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"COROMANDEL"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., by S.S. *Mormora* and *Palawan*.

From Australia, ex S.S. *Somalia*.
From Calcutta, ex S.S. *Somali*.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed there unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"PEKIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th August, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"KOREA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

All Claims must be sent in to me on or before the 21st instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th August, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND
THE STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th August, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAIRN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Corsets, Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1894.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE NET & T. PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 1/2 = \$12.994 for half-year ending 31.12.1903	64 %	\$660 buyers
National Bank of China, Limited	4,453	£10	£8	\$600,000	\$21,668	\$1 (London 3/6) for 1903	54 %	London 68 1/2
Do. (Founders)	750	£1	£1	\$175,533		None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$4 for 1902	54 %	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,500,000	Nil.	\$4 for year ended 30.4.1903	64 %	\$62 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$186,284	\$12 for 1902	94 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$2 1/2 for 1902	74 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	104 %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903	5 %	\$113
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000	Nil.	\$3 for year ended 30.6.1903	84 %	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$50,000	\$1,287	\$1.80 & b. 40 cts } for year ending 30.4.04	61 %	\$37 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	84 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	44 %	26 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 1/2 buyers
Do. (Preference)	100,000					Final of Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 1/2 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$181 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	44 %	Tls. 60 sellers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 5,76	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$125,310	\$6 dividend and \$1 bonus for second half year 1903	64 %	\$224 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,53	Tls. 7 final = Tls. 12 for year end. 30.4.04	74 %	Tls. 165 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	£43,712	\$5 for 2nd half year 1903	44 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,905	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,916	\$7 dividend	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	44 %	\$116 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	74 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	94 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$183	\$1 1/2 for 1903	44 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,466	Interim of \$6 for 1904	8 %	\$153 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Interim of Tls. 3 for 1904	74 %	Tls. 112 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 190	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	74 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	54 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 9-3	74 %	\$135 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
'Star' House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$25,500	\$16,301	\$2 1/2 for year ending 30.6.03	74 %	\$33
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	74 %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 27.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$99,177	90 cts for 1903	74 %	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,034	Interim of 1/2 a/c 1898		Tls. 25 buyers
Lao-ung-mow Cotton Spinning & Weaving Co. (Ltd.)	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 1/2 a/c 1898 on 6,000 shares		Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31/7/03	74 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	94 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$25,000	\$7	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	\$43,000		First year		\$9
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 %	\$50 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	64 %	\$1 1/2 sales
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	12 %	\$81 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31/7/03	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$10 cts for year ending 30.4.1904	7 1/2 %	\$15 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,825	£7,387	£1 div. and 2/- bonus for 1902		\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 95
Shanghai Waterworks Company, Limited	7,200	Tls. 20	Tls. 20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	74 %	Tls. 390
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,250	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 7 1/2 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T.Tls. 150 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$ 1 for 1903	11 1/2 %	\$104 1/2 cts
La e, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,385	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$110 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$81,991	\$10 for 1903	74 %	\$148 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$5.75 for 1903	74 %	\$48 sellers
Hongkong Ice Company Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	74 %	\$45 1/2 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$40,000		\$4 for second half year 1903	9 1/2 %	\$180 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$35,000	\$4,183	\$20 for year ending 30.8.1903	74 %	\$280 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$7 1/2	\$20,000	\$5,029	\$1 1/2 for year ending 31/7/1903	6 1/2 %	\$20 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$590	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos East-ri Agency, Limited	8,604	12 1/2	12 1/2	none	\$1,161	6d. per share for 1903	11 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$8	90 cents for year ended 31.5.1904	9 1/2 %	\$91 buyers
Do. (Founders)	100	\$10	\$10	none		\$2.70	164 %	\$180 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	None		\$12 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$19 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		104 buyers
William Powell, Limited	12,000	\$5	\$5	none	\$4,757	Interim of 50 cents for 1903/4	28 1/2 %	\$11 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,744	60 cents for year ended 31.5.04	28 1/2 %	\$7
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat	25,000	Ga. 100	Ga. 100	Tls. 331,669	Tls. 27,187	First year		\$3 1/2 buyers
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 11,143	Tls. 10,247	First quarterly of Tls. 10 paid 15.3.04	13 %	Tls. 305 buyers
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Second do. Tls. 10		Tls. 7 1/2 buyers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of Tls. 6 for 1904	7 %	Tls. 135 buyers
Do. (Founders)	123					Interim of \$1.20 for 1904	14 1/2 %	\$22
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	9 %	\$12 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	24 1/2 %	Tls. 65
Kat Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	94 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents b. bonus for half year	7 %	\$17 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$118,500	\$2,705	\$1 div. and \$1 1/2 bonus for 1903	74 %	\$100 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$1 1/2 for year ended 31.10.1903	74 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none		First year		\$20
South China Morning Post, Limited	1,000	\$25	\$25	none	Dr. \$39,020	None		\$25